

CHAPTER 6

Capital Investment Program

The CMA's investment program represents a series of projects and services intended to maintain and enhance the county transportation system. The CMA must make strategic investment choices to balance maintenance and expansion of the core transportation system to accommodate future population and job growth.

Specifically, the transportation investment program must be designed to fund projects that will improve our ability to travel freely, improve transit access and increase transit use, improve air quality, contribute to the economic vitality of Alameda County, ensure smooth operation of existing facilities and services, and coordinate transportation and land-use planning.

INVESTMENT POLICIES

The CMA capital investments recognize a responsibility to future generations, as stated in Chapter 1 of this plan, while taking a combination of other steps necessary to:

- Maintain and operate existing facilities before diverting funding to build new facilities;
- Ensure that no individual project is so costly that it compromises the improvement of the system as a whole;
- Ensure that regional gateways are safely operated in a manner which manages traffic flow and, where appropriate, gives priority to the movement of carpools, buses, and commercial vehicles;
- Give priority to those projects that are most effectively coordinated with land-use planning;
- Implement incentives for transit use, ride sharing and more efficient use of existing road space; and,
- Secure additional funding for a capital investment program that meets priority needs as economically as possible.

FUNDING CHALLENGES

The core capital investment plan is “financially constrained” using the estimates developed by MTC for the *Regional Transportation Plan* — this means Tier 1 can only contain projects that can fit into the total amount of funding that the CMA expects to be available from federal, state and local sources over the next 25 years. These sources include the State Transportation Improvement Program (STIP), federal STP/CMAQ programs, other federal and state funds, Transportation Development Act funds, Alameda County’s new transportation sales tax (Measure B) and local funds such as development fees. MTC estimates that \$81.4 billion in state and federal funding will be available for transportation purposes for the 25-year planning period. Ninety-one percent, or \$73.9 billion, has been already been committed (see Chart 6.1, previous page), leaving \$7.7 billion available regionwide for other projects or programs (see Chart 6.2 at left).

Although the amount the county expects to receive from state and federal sources may be a large number, it will not be enough to pay for all of Alameda County’s transportation needs. The newly approved Measure B half-cent sales tax extension will provide additional funding, but still does not address all the needs. The CMA’s

plan includes an advocacy list, Tiers 2 and 3, that identify candidate projects should new funding sources become available.

CAPITAL INVESTMENT PROGRAM

The capital investment program serves as the basis for Alameda County’s recommendation for the 2001 Regional Transportation Plan. The investments are presented in six parts: Committed Projects, Tiers 1, 2 and 3, “Blueprint Vision” and candidates for MTC’s Regional Transit Expansion Program.

- Committed projects have been funded, but construction is not yet complete.
- Tier 1 consists of projects with STP/CMAQ/STIP funding.
- Tier 2 is dependent on the continuation of the funding from AB 2928 (statutes of 2000).
- Tier 3 depends on new revenues, such as an increase in the gas tax and additional bridge tolls.
- “Blueprint Vision” also depends on new revenues and complements and expands upon Tier 3.

- The Regional Transit Expansion Program depends upon such sources as federal funding for “New Starts” and the federal bus program.

Revenues and costs are shown in 2001 dollar values.

COMMITTED PROJECTS

Table 6.1 lists the Committed Projects for Alameda County. These are projects for which funding has already been identified (from state or federal transportation funds, Measure B, and local funds), but construction is not yet completed. These projects represent the first level of committed investment in the transportation network over the 25-year span of the 2001 *Regional Transportation Plan* and the Alameda County *Countywide Transportation Plan*. Project costs have been included in the 2001 *Countywide Transportation Plan* to demonstrate the level of commitment to these projects.

Tier 1

Tier 1 (see Chart 6.3 at right) is based on what the CMA reasonably expects to receive from STP/CMAQ/STIP funding between 2001 and 2026, this program totals \$929.7 million. Tier 1

does not include guaranteed funds that are “set aside” for MTC’s regional programs, such as the regional rideshare program or the Transportation for Livable Communities program, as shown below in Table 6.2

After the Committed Projects, Tier 1 projects and services represent the next level of investment in the county’s transportation system.

Tier 1 includes funding for the shortfall in transit maintenance and capital replacement. Tier 1 includes only partial funding for local road pavement maintenance shortfalls and no funding for non-pavement needs such as sidewalks, lighting and drainage. This backlog will have to be addressed through future Tier 2 revenues or by local government. The estimated cost of funding this backlog is \$583.1 million over the 25 years of the plan.

Figure 6.1 shows where projects and programs in Tier 1 are located. Table 6.3 lists Tier 1 projects in more detail.

Table 6.1 — Committed Projects (in millions of dollars)

PROJECT OR PROGRAM	CAPITAL COST
I-80 bicycle/pedestrian overcrossing in Berkeley	6.49
I-880 HOV lane widenings at Stevenson Boulevard and Fremont/Cushing Boulevard interchanges	
Traffic Operations System (TOS)	
Port of Oakland joint intermodal terminal; improves ship to rail freight container transfers	28.9
Extension of Mandela Parkway (Oakland); completes freeway congestion reliever route	7.28
I-580 auto/truck separation lane at I-580/I-205 interchange	
Widen northbound I-238 between I-580 and I-880 from 2 to 3 lanes	35.06
Bicycle and pedestrian projects	n/a
Altamont Pass rail service operating and station/track improvements	11.0
Reconstruct I-880/Route 262 interchange and widen I-880 from Route 262 (Mission Boulevard) to the Santa Clara County line from 8 to 10 lanes (8 mixed flow and 2 high occupancy vehicle (HOV) lanes)	84.0
Route 84 (Isabel alignment) from Vallecitos Road to I-580 (2-lane roadway), including operational improvements to I-580/Airway Boulevard interchange in Livermore	54.9
I-580/I-680 interchange: construct connector southbound I-680 to eastbound I-580, including hook ramps	81.0
Oakland Airport roadway: construct 4-lane cross-airport roadway (mostly on Port of Oakland property)	114.74
Route 84 upgrade to expressway between Route 238 and I-880 in Fremont	121.70
Route 238 (Hayward Bypass) 4-lane expressway: I-580 to Harder (Stage 1)	146.3
Mission Boulevard safety and operational improvements from Industrial Parkway to Route 84	55.8
I-880/Dixon Landing Road interchange improvements and overcrossing in Fremont	
I-880/Route 92 interchange improvements in Hayward	124.0

Table 6.1 — Committed Projects, continued (in millions of dollars)

PROJECT OR PROGRAM	CAPITAL COST
I-580 connections to Hayward Bypass (Route 238) and interchange improvements: eastbound I-238 to southbound Hayward Bypass	22.6
San Mateo-Hayward Bridge Widening: widen low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders, extend existing westbound HOV lane one mile west along eastern approach from I-880, construct new pedestrian/bicycle overcrossing	204.0
Local streets and roads maintenance (to the degree fundable with projected dedicated revenues)	574.9
Amtrak Capitol Corridor Service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	66
BART (Alameda Co. share) - Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets. Does not include expansion except BART to SFO extension).	5,458.7
AC Transit (Alameda Co. share) - Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets. Does not include system expansion).	4,806.0
Livermore Amador Valley Transit Authority (LAVTA) - Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets).	292.2
Union City Transit - Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion).	87.5
Various arterial improvements, signal timing projects, and pedestrian and bikeway projects	368.7
I-680 Sunol Grade southbound and northbound HOV lane, ramp metering and auxiliary lane from Highway 84 to Montague Expressway	125.0
Reconstruct MacArthur on-ramp to restore access to eastbound I-80 and westbound I-580	17.0
San Pablo Avenue SMART CORRIDOR, Phase 2	4.4

Table 6.1 — Committed Projects, continued (in millions of dollars)

PROJECT OR PROGRAM	CAPITAL COST
Rail grade separations in Fremont at Washington Boulevard and Paseo Padre Parkway	38.18
Construct initial phase of Isabel Route 84/I-580 interchange (includes half of ultimate bridge crossing plus two lane connections to E. Airway Boulevard, N. Canyons Parkway and the extension of Portola Avenue and involves removal of westbound on- and eastbound off-ramps)	56.83
FasTrak™ electronic toll collection system on Bay bridges	56.0
BART Advanced Automatic Train control system	24.2
Seismic retrofit of Webster and Posey tunnels between the cities of Alameda and Oakland; Stage I: seismic retrofit inside Tubes (under construction); Stage II: seismic retrofit outside Tubes to strengthen surrounding soils	26.0
<i>Measure B 2000 Projects not included in Table 6.3, Investment Package</i>	
I-680/I-880 Cross Connector Studies	2.50
I-238 Widening: southbound	75.60
I-580 Eastbound Auxiliary Lane, Santa Rita to Airway	11.60
I-680 Express Lane Improvements/Rt. 84 to Santa Clara County	41.76
I-580 Interchange Improvements in Castro Valley	10.67
Iron Horse Bicycle, Pedestrian & Transit Route	5.80
Newark Local Streets	1.39
Oakland Local Streets/Roads	4.64
Fruitvale BART Transit Village	12.88
14th/Hesperian/150th Street Improvement Project	0.96
Hesperian/Lewelling Widening	1.16
Washington Avenue Interchange	1.28
Westgate Extension to Williams	9.99
Local Streets and Roads (Measure B) Total all jurisdictions for 20 years	767.50
Transit Operations for AC Transit, Welfare to Work, Alameda Ferries, Altamont Rail, Union City Transit, LAVTA, Countywide Express Bus total all operators for 20 years	753.20

Table 6.1 — Committed Projects, continued (in millions of dollars)

PROJECT OR PROGRAM	CAPITAL COST
Paratransit AC Transit, BART, non-mandated city programs, service gap coordination, total all operators for 20 years	358.90
Transportation Enhancement total for 20 years	2.10
<i>Locally Funded Projects:</i>	
West Las Positas at I-680	29.40
Sunol Boulevard at I-680	0.87
Stoneridge Drive widening	7.50
Bernal Interchange Improvements	17.50
North Canons Parkway-Dublin Boulevard Connection	10.00
North Livermore Avenue I-580 Interchange	25.00
First Street/I-580 Interchange	20.00
Isabel Route 84/I-580 Interchange Phase 2	25.00
Greenville Road I-580 Interchange	20.00
Vasco Road I-580 Interchange	35.00
Las Positas Road Connection	1.50
Extension of Horton Street between 53rd and Haruff in Oakland	2.00
Ardenwood/SR 84 WB off ramp intersection improvements	0.56
Cushing Parkway Extension	11.70
Fremont Boulevard Extension	4.50
Stevenson Boulevard I-880 Blacow Road	1.00
Stevenson Widening Phase II, Gallaudet Drive to Mission Boulevard	3.40
Kato Road widening	2.90
Paseo Padre Parkway/Peralta Blvd intersection improvements	0.45
Mowry Avenue Widening, Mission to RR bridge development	0.50
Warren Intersection Improvement at Warm Springs	0.45

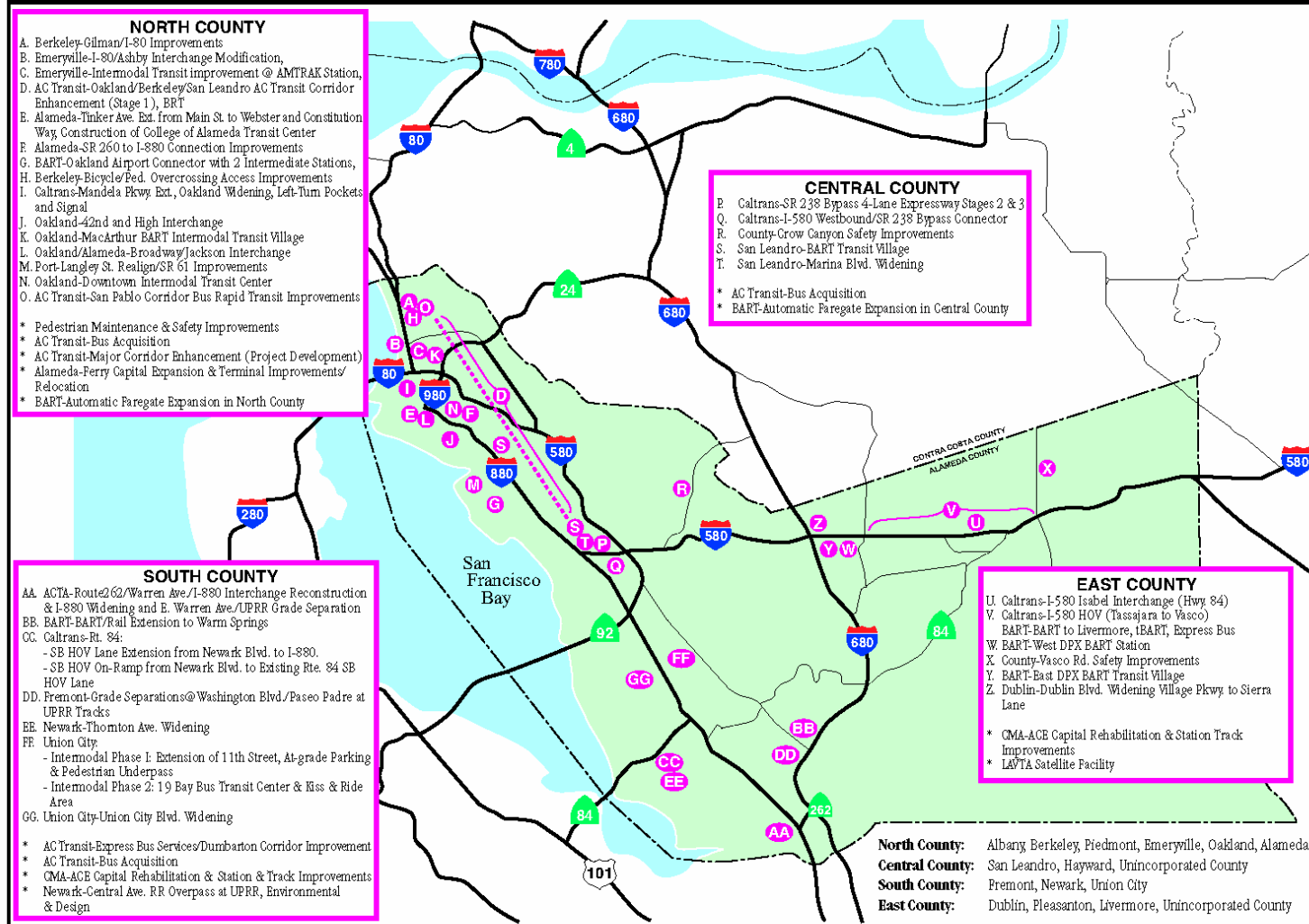
Table 6.2 — MTC’s Regional System Management and Service Programs¹ (in millions of 2001 \$s)

PROJECT OR PROGRAM	COST
Freeway Operations Strategies/TOS	45.5
Freeway Service Patrol	39.6
Arterial Signal Re-timing/TETAP	31.9
Pavement Management Assistance (PTAP)	15.4
Translink	138.8
Transit Trip Planning/Marketing	19.2
Regional Ridesharing Program	75.7
TravInfo	126.0
Spare the Air Campaign	25.0
Performance Monitoring	2.8
Transportation for Livable Communities and Housing Incentives Program (TLC/HIP)	337.5
Total	\$857.4

¹ Costs are for total Bay region

Figure 6.1 — Tier 1 Projects and Programs

2001 Alameda Countywide Transportation Plan Update-Tier 1



* These projects cannot be mapped.